

COUNTRY ALREADY FEELING EFFECTS OF THREATENED STRIKE

FREIGHT REFUSED BY ROADS

Big Manufacturers
Ordering Ship-
ments to Be
Made by
Express

PASSENGERS WARNED

Pittsburgh Munition Plants
Will Use Truck Line to
Lakes.

(By Associated Press).
CHICAGO, Aug. 30.—Railroads of the nation rushed preparation today to enforce an embargo on perishable freight. Shipments of live stock and perishables were refused by some roads today; others issued warnings that perishable freight which cannot reach its destination by Saturday, September 2, will not be accepted.

From Chicago the railroad center of the country, orders were flashed to ticket agents to inform passengers that unless they reached their destination by Sunday night they would be subjected to "perplexing delays."

Big manufacturing and business houses pushed the telegraph companies with messages urging their shipments to be made at once. Many of them authorized sending orders by express.

Illinois, Indiana, Ohio and many other states where the inland service had been highly developed will use electric facilities to the limit.

Interurban companies all over the country were reported putting every bit of available rolling stock in shape for extra duty.

PITTSBURGH, Aug. 30.—All railroads entering the Pittsburgh district were busy today completing preparations commenced a week or more ago for handling business in case of a strike.

Pennsylvania railroad employees some time ago were polled as to their availability for service in any department where they might be needed and report was made that in excess of 90 per cent had signified willingness to work.

The list, now in the hands of operating officials includes division and general chiefs many of whom are competent to handle any part of the railroad work.

Shippers were looking to motor trucks to solve the many troubles, particularly those handling provisions and produce, while some of the more important war munition factories were said to have arranged for motor truck lines to carry completed shells to the nearest point on the Lake Erie where they could be sent to Canada by water and from there to Europe.

BALTIMORE, Aug. 30.—While railroad officials here were reticent relative to their plan for coping with the threatened strike it is said today that systematic preparations are being completed for such an eventuality.

The Pennsylvania has for weeks been instructing a large force made up of its unorganized employees in the running of trains. At the Baltimore and Ohio offices that road's preparations were stated as follows:

"We hope for the best but are prepared for the worst."

CHICAGO, Aug. 30.—Chicago, the greatest railway center in the world, tonight in the face of local difficulties today, to transfer thousands of cars of freight in time for the cars to reach their destination ahead of September 2, the date declared by many western railroads tonight for an embargo on perishable freight.

A strike of freight handlers in the local yards of several railroads which threatened to become general within 24 hours, hit Chicago just at the time railway officials were swamped with transfer traffic, sped up because of the threatened trainmen's strike.

The twenty-seven railway lines entering Chicago, this number exclusive of different divisions of the same road have been preparing to handle an enormous amount of freight east and west within the next week.

The embargo on perishable freight, railway officials said, will principally affect live stock. Exceptionally heavy receipts of holdings, cattle and sheep at the Chicago, Kansas City, East St. Louis and other markets are anticipated before the embargo becomes effective.

While railroads were striving to prepare for the strike, manufacturers

RUMANIA'S ENTRY INTO WAR MAKES WAY FOR RUSSIAN ADVANCE INTO AUSTRIA-HUNGARY



The map shows Rumania bounded on all sides by a circle of warring nations. Her entry on the side of the allies opens her border to attack by Austria-Hungary and Bulgaria, but makes way for the Russian advance into Austria-Hungary. It is regarded as doubling the chances of an allied victory.

of the middle west gathered at Chicago in an eleven hour attempt to find some means of avoiding it.

Chicago's freight yards today were scenes of extraordinary activity. Preparations were made to handle every single carload of freight possible between now and the date set for the threatened strike, September 4.

At the same time railway officials laid plans to operate trains with non union men, or non strikers within the railway brotherhoods membership, in the event of a strike. Some of the officials said they would operate 25 per cent of the regular traffic out of Chicago from the minute a strike was declared and could build up a service until it was practically normal within thirty days.

MINNEAPOLIS, Aug. 30.—Every four miles in Minnesota will be closed 30 minutes after the order for a nationwide railroad strike becomes effective according to an announcement today by the Washburn-Crosby company. All mills in the city are filled to capacity with no available storage space and no way in which to move the output, says the statement.

HUNTINGTON, Aug. 30.—Anticipating a strike shippers here were today rushing "short haul" consignments but were refusing to forward shipments for far distant points. Railroad officials said business was proceeding under the usual routine and all shipments were being accepted.

GIRLS WHISTLE AT INSTITUTE SESSION TODAY

Director Wheeler Asked
Them to Whistle and
They Did.

A group of whistling girls amused the entire assemblage this morning at the Marion county teachers' institute, during the musical part of the program at the Miller school. Francis Wheeler, the music director, in an attempt to have all the teachers join in during the singing said, "Those who can sing please do so. If you can't sing yell, and if not willing to yell, whistle." Almost fifty of the young "school marm" took him literally and did whistle both loud and clear.

The program as a whole today was probably the best of the week, and all of those present were attentive listeners to the lectures which were interesting and entertaining as well as instructive. Superintendent Helter this morning gave a short address on "Teaching How to Study," emphasizing the fact that the teacher must endeavor to teach the children regular habits of study and that regular study hours should be observed.

Edward Ryneason's lecture today on "Personal Thrift" was made forcible and striking by some startling statistics. He stated that ten to fifteen per cent of the entire population of the United States were dependent to a certain extent on charity for their maintenance. Only about ten per cent had bank accounts. In this connection he quoted readily most appalling figures concerning the amount of money wasted each year on luxuries such as liquor, tobacco, amusements, which by comparison made the amounts spent for necessary and charitable purposes seem ridiculous.

During the afternoon session Mr. Helter spoke on the scheme of establishing a school savings bank, while Mr. Ryneason spoke of the training high school teachers should receive. Tonight Mr. Ryneason is scheduled to address the meeting concerning "Abraham Lincoln," while tomorrow evening a special social and literary session will be held.

BUCHAREST BOMBED

BUCHAREST, Aug. 30.—Bucharest was bombed Monday by a Zeppelin and an aeroplane.

BULGARS TAKE ANOTHER TOWN FROM GREEKS

Paris Reports French Gains
Along the Macedonian
Front.

(By Associated Press).
PARIS, Aug. 30.—The city of Drama in northeastern Greece has been seized by Bulgarians after a battle with the Greek garrison telegraphed the Athens correspondent of the Matin. The dispatch says the Bulgarians captured three forts and took prisoner the Greek garrison of 120 men and that number of soldiers were killed. This news in confirmed, the correspondent adds by refugees who have reached Athens.

Drama is one of the principal towns in northeastern Greece, 75 miles north of Saloniki.

In the district east of the Struma river which the Bulgarians have been occupying for the last fortnight, there have been other reports of fighting with Greeks.

French Gain Ground.
PARIS, Aug. 30.—French launched another attack on the Verdon front east of Fleury last night and made further progress, the war office said today.

Severe fighting is in progress on the Macedonian front. The war office report today says the French gained ground west of the Vardar river. Bulgarian attacks west of Lake Ostrovo were repulsed by the Serbians.

Rumanians in Transylvania.
PARIS, Aug. 30.—The Petit Parisien publishes a report that Rumanians having forced their way into Transylvania have occupied two important cities beyond the mountains.

Many Bootleggers On Cabin Creek

KANAWHA COUNTY SHERIFF HAS
BEGUN WAR ON
THEM

(Special Dispatch to West Virginian).
CHARLESTON, W. Va., Aug. 30.—Because of the activities of bootleggers in the Cabin creek flood district, the coal companies are being required to employ extra watchmen to protect their property.

The sheriff of Kanawha county has directed his deputies to confiscate all whiskey found on the creek. More than 35 gallons were destroyed last night and several arrests made.

Fights among foreign miners are numerous in the Kayford community.

Hughes Not Worried About the Strike

(By Associated Press).
ESTES PARK, Colo., Aug. 30.—The threatened railroad strike situation will not hasten the departure of Charles E. Hughes from here, according to announcement made today. It was said Mr. Hughes will leave at 2 o'clock tomorrow afternoon for Loveland, Colo., according to schedule where he will meet Governor Carlson of Colorado and deliver an address at the Loveland fair.

The Weather.

West Virginia—Fair tonight and Thursday with slowly rising temperature.

LOCAL WEATHER READINGS
F. P. Hall, Observer
Temperature at 8 a. m. today 59.
Yesterday's weather partly cloudy; temperature, maximum 76; minimum 54; precipitation none.

STRIKE MAY NOT OCCUR

Feeling of Hope
Exists in Various
Circles at the
Nation's
Capital

WILSON IS WORKING

Pleading With the Men to
Wait For Congress to
Act.

BULLETIN.

WASHINGTON, Aug. 30.—Twenty-eight companies of coast artillery troops, approximately 6,000 men now on border duty as provisional infantry units attached to the mobile army were ordered back today to their posts in the eastern and western departments. More than 10,000 additional guardsmen ordered to border duty will take the places of the artillery troops.

(By Associated Press).
WASHINGTON, Aug. 30.—With both sides making last hour preparations for a great railroad strike Monday morning President Wilson today turned all the influence of his administration to persuading the Brotherhood leaders to postpone or rescind their strike order until Congress has had opportunity to act.

There were intimations that should the labor leaders continue adamant President Wilson might make a public appeal to the railroad workers themselves to direct their leaders to postpone it.

Despite denials of labor leaders that President Wilson or any one else had asked them to postpone the strike, there were abundance of evidence that such was the case and somehow there was a feeling in Congress, in administration circles and other places that a way would be found to avert a walk-out.

No one knew what it was but the feeling prevailed.

The first legal phase of the situation developed with the temporary injunction issued by a local court in Nebraska restraining the conductors from calling or enforcing a strike on the Union Pacific. This brought up for first time the effect of the much discussed Clayton anti-injunction act passed by congress at the behest of labor.

The brotherhood leaders unreservedly expressed the opinion that the injunction was in contravention of the law and could not stand.

There were intimations that similar injunctions might be sued out in different parts of the country where the sentiment of the men is known to be against a strike.

The Senate Interstate Commerce committee considered a law passed by Congress in 1862 authorizing the President to take possession of railroads and telegraph lines when in his judgment public safety might require it. Senators remarked it was an existing statute in the face of the existing emergency. The statute passed in the early part of the Civil war was designed to be enforced only as long as necessary to meet war conditions.

(By Associated Press).
WASHINGTON, Aug. 30.—The Senate Interstate Commerce committee adopted resolution today providing for a hearing on the proposed railroad legislation in the impending crisis beginning Thursday at 9 a. m.

Railroad officials, brotherhood officers and representatives of shippers were invited to appear.

Each side will be given three hours. Proposed increases in transcontinental freight rates from the east to inter mountain territory and from the Pacific coast to the east which it was estimated would bring the railroads about \$20,000,000 a year additional revenue were postponed today by the Interstate Commerce commission for further investigation. They were to have become effective at midnight.

Immediately after the President had delivered his recommendations yesterday afternoon Congress set about to see how they might be enacted into law. The Senate Interstate Commerce committee, which has before it bills prepared to carry out the plan, did not get a quorum and put off its meeting

AUTO HEARSE BUILT BY FAIRMONT UNDERTAKER

With His Own Hands And In Accordance With His Own
Ideas R. L. Cunningham Constructs Fine
Funeral Car.

An elaborate automobile funeral car appeared on the streets of Fairmont the other day and was used in a recent funeral. This fact in itself is not so remarkable but when it was learned that the new funeral car was the work of one man in Fairmont it created considerable comment.

The new funeral car is the property of Cunningham's undertaking establishment and is wholly the work of R. L. Cunningham, former sheriff of this county and a prominent local business man. Mr. Cunningham for a long time past has desired a motor driven funeral car and on several occasions sought to have professional automobile body building firms make a funeral car according to his ideas of what was needed in this section of the country. The body builders however had their own designs and ideas that they wished to follow, so Mr. Cunningham, who is a most versatile old gentleman with ideas of his own, determined to build the car himself.

Early this spring he quietly began the work and after securing a large Packard chassis of the model known as the "12-48" series, and having it thoroughly overhauled and rebuilt he began the building of the body. It was a necessary sometimes to send to other towns nearby to secure the proper sort of material needed, although most of it was purchased in Fairmont. The greatest patience and care was needed in the work, as sometimes things did not work out just right, and while Mr. Cunningham, as he says, "Had the kind of car I wanted pictured in my mind," yet he had no plans or blueprints to guide him. Some days he worked several hours and other days when there were funerals to be held very little work was done.

Now the car is completed and today was taken to Liech's carriage shop on Cleveland avenue to be painted. It was used the other day with but the grey priming paint covering the wood but when completed will be a handsome glossy black, resulting from about twenty more coats of paint and varnish that are yet to be applied.

In appearance the car is of most graceful proportions and classic design. The chassis of the car is long and the motor capable of developing 75 or 80 horse power, while the entire car is electrically lighted with batteries, switches and all superfluous equipment concealed so that from the outside nothing interferes to mar the beauty of the lines.

The body that holds the casket is separate from the driver's compartment and is lower and narrower than the usual type of motor funeral car. This lends symmetry to the general appearance and carries out the idea of Mr. Cunningham who says that the high top-heavy conventional type of auto car or hearse is not adapted to the roads and narrow streets found in this section of West Virginia.

Every detail that could possibly add to the perfection of the car has been thought of, so that it is provided with all manner of devices for most every purpose. Two large headlights and two handsome side lamps together with a tail lamp and a beautiful dome light inside the casket compartment are all wired separately so that one can be operated independently of any of the others. Speedometer and clock allow the driver to always reach his destination at the appointed time. A speaking tube from the rear opening of the casket compartment to the driver has been provided. Beneath the casket compartment is a cunningly concealed drawer that slides out allowing plenty of room for the casket lowering apparatus and for spare tires.

The sides of the car are paneled with appropriate carving and scroll designs in the wood and as soon as the painting is completed will be ready for use by those who desire to be taken to their last resting place with the minimum amount of jar and jolt. Mr. Cunningham is of a modest nature and only a few of his best friends knew that he was building the car before it appeared in public. When he first entered the undertaking business more than forty years ago it was customary for all undertakers to build their own caskets instead of buying them ready made as is now done. In this way Mr. Cunningham learned to do fine cabinet work and from building a large casket it was but a small step to building a funeral car.

G.O.P. CANDIDATES TO MEET TUESDAY

Will Hold Conference With
Executive Committee
at Clarksburg.

CLARKSBURG, Aug. 30.—A call has been issued by Chairman Gaines of the Republican State Executive committee for a meeting of that committee, together with all Republican state and congressional nominees, for Tuesday evening, September 5, 1916, at 8 o'clock, at the headquarters building in this city.

Republican State headquarters is now open and the committee is making preparation for an aggressive campaign.

May Put Crimp In Baseball Situation

(By Associated Press).
NEW YORK, Aug. 30.—No arrangements for the transportation of baseball teams should the threatened railroad strike be called has been made or even discussed at National League headquarters here. The matter is one for individual clubs and not for the executives to arrange, it was said.

Hindenburg Chief of German Staff

(By Associated Press).
BERLIN, via Copenhagen to London, Aug. 30.—The Emperor has dismissed General Erich von Falkenhayn and appointed Field Marshal von Hindenburg chief of the general staff.

Oyster Season May Not Open Inland

(By Associated Press).
BALTIMORE, Aug. 30.—The Baltimore and Ohio railroad today announced an embargo on the receipt of all perishable freight which could not be delivered by 7 a. m. Monday, September 4.

Tennis Tourney at Country Club

The tennis tournament for boys under sixteen given by Miss Sue Kearley Watson, started this morning at the Country Club. The entries were all in and the playing began about 10:30. The results for the first round in singles were: Jones defeated Lobb 6-1, 6-2; Conaway defeated Robb 6-3, 6-4; Watson defeated Hart 6-1, 6-1; Kelly defeated Cook 6-1, 6-3. Small, Klaw, Hartley and Miller, each drew a bye. The doubles will be started tomorrow morning and probably the semi-finals in the singles will be reached by that time. The courts were in excellent condition today and the boys will play this afternoon and evening.

U. S. C. MEMPHIS TOTAL LOSS AT SANTO DOMINGO

Boat Party Drowns in Harbor; Steam Explosion on Board.

STORM CAUSED IT ALL

Lost Vessel Has Had a Rather Notable Career.

WASHINGTON, Aug. 30.—One enlisted man was killed, two officers and five men seriously injured and 67 other men slightly hurt aboard the armored cruiser Memphis in addition to those lost by drowning when the ship was wrecked in storm yesterday at San Domingo city.

Rear Admiral Pond's dispatch today said a steam main burst causing additional casualties. Admiral Pond said all hands had been removed from the ship which it is reported would be a total loss.

Today's message did not summarize the total casualties merely adding "several men missing believed drowned" to the itemized casualties of the engineering accident which occurred while the cruiser was endeavoring to make her way to sea in the face of a sudden storm.

Admiral Pond's first dispatch regarding the accident was as follows: "Memphis driven ashore by heavy sea, San Domingo City, west of light-house, at 4:30 p. m. She is lying close under bluff, has lines ashore and is getting crew off. Heavy sea came up suddenly and ship was unable to get up steam in time to save herself. Twenty men of liberty party drowned on way back to ship. Captain (gunboat) dragged close in but did not strike and got out to sea. No other casualties known. Memphis will be total loss. Expect to save everybody on board."

The United States Cruiser Memphis formerly was the armored cruiser Tennessee. Her name was changed May 25, last. Recently she has been doing duty in San Domingo waters in connection with the revolution.

The Memphis is of 14,500 tons and has a horse power of 23,000. Her complement is 990 men. She is the flagship of the cruiser force of the United States Atlantic fleet.

Captain E. L. Beach commands the Memphis. Other officers on board include Lieutenant-Commander L. S. Williams, Lieutenant T. Withers, Jr., Lieutenant C. A. Jones and Junior Lieutenants H. S. Shonard, W. J. Carver, F. L. Shea, J. L. Kerley and H. L. Pierce. Ensigns D. M. Steele, J. H. Rockwell, M. J. Walker, R. T. Darrow, D. D. Dupree and H. M. Meyers, Passed Assistant Surgeon J. D. Meares, Passed Assistant Surgeon G. E. Robertson, Dental Surgeon R. Barber, Passed Assistant Paymaster K. C. McIntosh, Acting Chaplain C. V. Ellis, and First Lieutenant of Marines R. L. Shepard.

Remarkable Career

The Memphis was launched in 1904 at the Cramp Shipbuilding company's plant in Philadelphia. She had a speed of over 22 knots an hour. She is armed with four 10-inch, 16 8-inch and 24 3-inch and 100 pounder guns and carried four torpedoes on deck. She was 502 feet long on the water line, 75 feet beam and had a maximum draft of 26½ feet. In 1908 the cruiser, then the Tennessee, had a boiler explosion on board off Port Hueneme, Cal., in which seven men were killed. At the outbreak of the present European war, the cruiser, still the Tennessee, acted as a relief ship for Americans stranded as a result of the war. She carried \$5,887,000 to Europe for this purpose and later acted as a ferry for Americans between Havre, France, and English ports, bringing thousands of them from the war zone.

Later the cruiser sailed for the Mediterranean where she was also used for relief work, again acting as a ferry for Syrians and Armenians from Turkish ports in Asia to Egypt. While engaged at this work at Smyrna, the forts of that city fired on a launch from the cruiser, which was the cause of considerable diplomatic correspondence between the United States and Turkey.

JOHN J. ROURKE DEAD

Huntington, Aug. 30.—John J. Rourke one of the best known oil men in the state was found dead in his apartments here today from heart disease.

NOTICE.

Consumers of city water are notified that an impure condition in the water prevails at this time and the boiling water for drinking purposes is recommended by the City Health department. The impurity will probably be corrected within a week.